



IDR Sheet	1	of	1	Sheets	Final Record Book	Page			
Contract	C-7852			Day	Monday		Date	August 16, 2010	

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

10:00 am - 11:30 am

I arrived at the Hyak office around 10:00 am and met Brad Schut. He indicated that an excavator was attempting to locate the top of the bedrock from approximate station LW 1333+10 to 1333+50 so we could locate the three remaining pre-excavation dowels for the project. Brad and I arrived on-site around 10:30 am and the contractor removed the overburden and exposed the top of the bedrock from LW 1333+10 to 1333+50. There is a large rock protrusion that I had the operator dig around and try to remove if it was a large boulder and he was unsuccessful at removing the protrusion. I spoke with Tom Badger and he indicated that we should locate one of the pre-excavation dowels in the rock protrusion. Brad and I located the remaining three pre-excavation dowels and extended the length in the rock protrusion from 25 to 35 feet since it protrudes out from the adjacent slopes (Figure 1). We also located a Type L pattern dowel at approximate station LW 1333+50 from one of the blasts last week (Figure 1). The contractor mobilized their equipment to this location to begin drilling the newly located dowels.

11:30 am - 1:00 pm

I walked to the soil nail wall with Brad and Sara Davis (WSDOT inspector) in an attempt to verify if the contractor had contacted the top of the bedrock. It appears that bedrock was encountered from approximate station LW 1345+53 to 1346+00; however, the bedrock contact appeared to dive beneath the current bench on either side of the exposed rock. I took a series of photos and drove to the Hyak office to send them to the Geotechnical Division.

1:00 pm - 4:00 pm

Brad and I located seven Type L spot dowels and one Type H rock bolt from approximate station LW 1336+60 to 1337+60 to approximate elevation 2581 MSL (Figure 2). The rock bolt is located within the first row of Type H rock bolts. A few more need to be located in this first row once the muck pile is excavated to the west to approximate station LW 1336+20 per Norm Norrish's design memorandum dated August 3, 2010. The current bench elevation ranges between 5 to 8 feet below the first row of Type H rock bolts. The design memorandum calls for 12 foot vertical spacing between the Type H rock bolt rows. I indicated to Brad that the contractor should shoot their next shot and expose the needed depth to locate and drill the second row of Type H rock bolts. Brad and I measured the distance between the ½ casts and they range from 30 to 48 inches.



Inspector's Daily Report

IDR Sheet	2	of	2	Sheets	Final Record Book	Page			
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4:00 pm to 8:30 pm

I left the site and began working on my IDR. At 7:00 pm I drove back to the site for the blast. There were three blasts planned, one on the west end (~LW 1316+00 - 1318+00), one on the east end (1335+20 to 1336+30) and one for the hazard rocks located upslope from approximate station LW 1335+00. The blasts occurred around 7:40 pm and appeared successful with little to no fly-rock reaching the highway. I walked upslope to the hazard rocks with Brad and Pacific Blasting to assess the hazard rocks. Pacific Blasting scaled a few loose blocks that appeared unstable.

The highway was re-opened around 8:30 pm and I left the site for the hotel.



Figure 1. A photograph showing the location of the pre-excavation dowels from approximate station LW 1333+10 to 1333+40. Note the pattern dowel located around station LW 1333+50.

● 35 – Pre-Excavation Dowels (Minimum Length in Feet)

● 25 – Type L Pattern Dowel (Minimum Length in Feet)

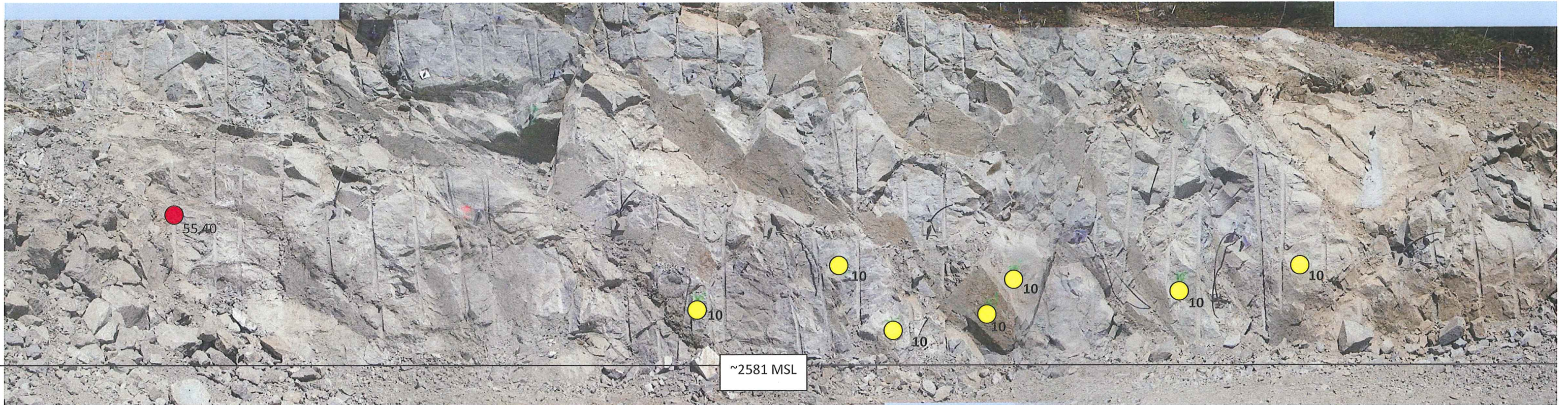


Figure 2. A photograph showing Lift 2 from approximate station LW 1336+60 to 1337+60 to approximate elevation 2581 MSL.

- 10 – Type L Spot Dowels (Minimum Length in Feet)
- 55,40 – Type H Rock Bolts (Minimum Total Length, Minimum Free-Stressing Length)